









the people bore their great sorrow while His Majesty the King lay in extreme danger—a danger faced by him with a calm courage that led him safely through the Valley of the Shadow of Death and enabled him to take and bear his part in that fatiguing, great ceremony with which for a thousand years the Kings and the Queens of England have been crowned. You who have seen all these things will remember whenever you hear the National Anthem that God has indeed saved our King from his extremity and will all the more heartily in the future pray that He may give His Majesty long life. You have also seen something of that great Dominion of Canada and its vast plains, its magnificent mountains and rivers, its boundless possibilities, and its great population of men and women who show the best qualities of our race. And here in this little island of Hongkong you feel, as we feel, that while our lines may be far from the present in the very extremity of the Empire, we are all part of one great whole, identical in interests, in spirit and in loyalty. To the employers who have given leave to the Volunteers and who have borne so patiently their prolonged absence, the thanks of the community are due; and you will return to your avocations none the less heartily that you have had a good holiday. I am sorry that the connection of one of your units with Hongkong is soon to be severed, as the Hongkong Regiment is about to be disbanded—a regiment that during its short career has earned nothing but praise and admiration. And now once more I wish you all a welcome home, and I am sure that your joyful journey to London for the Coronation of the King will have in the future for every one of you a pleasant memory.

At the conclusion of his address, His Excellency lifted his hat and gave the order to dismiss the parade. Each unit afterwards marched off to its respective headquarters.

The detachment of the late Chinese (Waihaiwei) Regiment disembarked at Shanghai.

#### ENQUIRY INTO COLLAPSE OF HOUSES

The official enquiry into the collapse of houses Nos. 30 and 32, Kowloon City Road, was resumed yesterday morning at the Magistrate's Court before Mr. F. A. Handland, Police Magistrate, and a common jury. Mr. E. L. Dennis, Acting Crown Solicitor, appeared for the Crown; Mr. H. W. Looker, solicitor, on behalf of the architects, Messrs. Leigh and Orange; and Mr. C. D. Wilkinson, solicitor, on behalf of the contractor, the Loong Cheong firm.

Mr. R. K. Light went into the witness-box and gave further evidence of a technical nature. The senior partner of the Loong Cheong firm, the contractor, was named Tam Ling, and he it was who looked after the execution of the work. It was after the case that in a contract the work connected with the various trades included bricklaying, carpentering, etc.—was sublet, but in the present case, so far as witness knew, there had been no sub-contracting. Section 48 of the regulations provided for the use of the best Canton red brick, but there were more than one class of that kind of brick, the difference coming in the clay and the burning. There were three grades, so to speak, and the difference in the price of each might be about 30 per cent. Thus, if the finest grade cost 85 per cent, the second grade would run about 85, Canton red brick was always cheaper in winter than in summer, and the price just now of 85 per cent, the finest grade would run from 85 to 87, the mass quantity of Amoy bricks purchased in Hongkong would cost about 85. Shell-lime used in the making of mortar, as employed in Hongkong, sometimes contained foreign mixtures, which impurities all tended to reduce the utility of the lime, the quality of which had also deteriorated of late years in the Colony. The houses in Kowloon City Road were "green" or new work, but the length of time that a house remained "green" depended on the state of the weather. With reference to Canton bricks, witness continued, these were not uniform in size, nor were they properly proportioned with regard to their length, width, and thickness. The result of building with ill-proportioned bricks was the leaving of wide joints, so necessitating the use of a greater quantity of mortar, varying in size as they did, the bricks further necessitated wide, horizontal joints, which made proper bonding difficult. As to the mortar, witness said that it had been built of cement mortar, it would not have collapsed, but witness did not think it would have stood had it been built of Amoy bricks, though in his opinion they would not have become so rotten to the same extent as Canton red bricks. Amoy bricks also would have allowed of cross-jointing. Witness reiterated his opinion that the coating of tar or paint would have prevented the collapse. With reference to Harry Anderson, the overseer engaged by the contractor, witness said that the building work in the houses, Anderson was first employed to look after the construction of a sea-wall on the reclamation on K.M.L. 69, and when this was nearly finished he was engaged as overseer of the fifty houses on K.M.L. 1, 107, 1, 108, and 1, 109. Other work came in from the Land Investment Company and finally Anderson had charge as overseer of 118 houses, 30 being in Kowloon City Road and 88 in Hungsham. Anderson had been employed by witness for wall of active years, his former profession was that of a sailor, and he was a Norwegian by nation. It is never to another question by Mr. Dennis, witness said that between December, 1901, and March, 1902, the whole 118 houses were under Anderson's charge. At home a select of work looking after such houses would cost about 23 a week—10 a day. Anderson's wage at first was 25 a day, and 85 a month, including expenses, ultimately he got a rise of 10, but the 85 for installing expense was knocked off.

This concluded the examination of the witness, and Mr. Looker rose to cross-question him. Before beginning, however, he drew his attention to a misprint in the published account of Monday's proceedings, the breaking strain of certain ties being set down as 61 tons whereas in reality it was only 31 tons. Mr. Looker then viewed the opportunity as a favorable one for suggesting that the proceedings of the enquiry should not be published until their conclusion, and then only if it was held confidentially liable, on the ground that such publication might prejudice a jury. That was the only reason for the suggestion, and he wished to state that neither

he nor his clients, Messrs. Leigh & Orange, desired on other grounds to stifle the publication of the proceedings of the enquiry. An impression to that effect appeared to have got about, but it was an entirely erroneous one. Mr. A. Shelton Hooper, secretary of the Land Investment Agency Co., opposed the application, and said that on behalf of his firm he desired that the widest publicity should be given to the proceedings.

The application was again refused, and the enquiry continued.

By Mr. Looker—In Hongkong there were about half-a-dozen really good contractors, and in sending out invitations for tenders the best contractors were selected. Witness considered the Loong Cheong firm one of the best in the Colony for the kind of work in question. In his original application to Government in reference to cross walls in the case of a wall exceeding 35 feet in length, witness had in mind cross walls generally, but was told that for the purposes of appeal he must particularise a case. His view that these cross walls were not necessary was supported by all the architects in the Colony. Previous to that, the question of cross walls had never been raised, and from the date of the appeal till the date of the present enquiry the clause in the Ordinance had never been enforced, although there had been hundreds of opportunities for the Government to enforce it had they wished to. If the wall at No. 30 had had a cross wall, it would have had no appreciable effect whatever in holding it up. Eight tie-bolts were put in No. 30 for the express object of holding the wall up. Tie-bolts were superior to a cross wall for the purpose of holding a wall up. The bolts on the side wall at No. 30 were in no way displaced, and that wall was built exactly like the outside wall—the same height and the same thickness. Witness knew of lots of instances of walls with cross walls collapsing. The force that pulled the wash-plates of the bolts through the outer part of the collapsed wall must have been great, but was not equal to the breaking strain of the bolts, many of which failed. Witness mentioned this in order to point out that the wall was not added for holding up the wall were sufficient. The tie-bolts were shown in the plan submitted to the D.P.W. All the strain on the gable end of a Chinese house tended to thrust it out; it was really a detriment, as regarded an end wall, to put a cross wall in. There was no necessity under the Building Ordinance to insert tie-bolts, and up to the time of the opening of the enquiry the section of the Ordinance relating to cross walls had never been enforced, as far as witness knew, it had never been enforced since the opening of the enquiry. Before commencing work on a house, the plans had to be submitted to the D.P.W., and his permission obtained for the occupation of the house. There was no question of approving plans submitted to the D.P.W. except in so far as seeing that they were in compliance with the Building Ordinance, the main object of which was the safety of the public. Previous to this summer, witness considered that collapses in the Colony were rare, and from his experience here he should say that No. 30, Kowloon City Road, was better built than the majority of Chinese houses in Hongkong.

After the adjournment for lunch, Mr. Looker resumed his cross-examination. Witness said that one brick was considered inferior to red Canton brick, and was therefore only permitted to be used in the roof and floor joints, and was supported by cross walls, instances were seen in the back walls of Nos. 50, 52, 54, and 56 of K.M.L. 1, 105, where the back walls of the two upper floors fell out. Another instance was the back wall of about five houses in Hungsham, where these back walls fell out and where there were cross walls at intervals of about 14 feet. Further instances could be given, but witness did not consider them necessary. The block of houses on K.M.L. 1, 107 had been passed by the D.P.W. by a certificate dated 19th March, 1902. Witness inspected that block of houses a few days before 11th March, and made a thorough examination of it. No cracks or weaknesses were then apparent in any of the walls; that was witness's final examination. The buildings at that time appeared thoroughly sound, safe, and substantial. At that time, too, the mortar in the outside walls appeared to be well set, and in witness's opinion and from his experience it was good mortar. As to the collapse, and after the approval of the houses, there were no witness's knowledge, no weaknesses apparent in the houses on K.M.L. 1, 107. Since the collapse signs of weakness were apparent in the walls of that lot, but were to be seen only in the two gable walls and the back wall. These weaknesses—cracks—were caused by the wet getting into the external walls on the weather side; the other walls on the block were never so wet as the back wall, which was built of K.M.L. 1, 108 had shown signs of cracking and weakening since 18th July and prior to 2nd August. The reasons why witness thought that the gable wall of No. 30 fell first and upon the gable wall of No. 32 were as follows:—(1) The remaining portions left standing of the gable wall at No. 30 tended outwards, whilst those of No. 32 inclined inwards; (2) there was no brick debris to speak of inside No. 30, whilst there was a considerable quantity of brick debris in the roof and floor joints, while in No. 32 the ground floor was nearly full of brick debris showing clearly that the wall went inwards; (3) the debris from the wall of No. 30 was in the 15-foot passage way between the two houses, some of it, witness thought, actually falling into No. 32; and (4) the outer face of the wall at No. 32 left standing, which included the whole of the ground floor, showed evident signs of having been struck by a mass of brick-work; the three windows on the ground floor of No. 32 were smashed inwardly, whilst the external wall of No. 30 showed little sign of having been struck. In addition to all this, there was the almost impossible contingency of the wall of a Chinese house falling inwards. If the wall at No. 32 had fallen in first, this would not have affected the wall at No. 30; on the other hand, if the wall at No. 30 had fallen out, the brick debris would not have been inside the house. It was possible for the wall of No. 32 to have collapsed in such a way as not to seriously strike No. 30, but the evidence pointed against this and to the theory that No. 30 fell against No. 32. The ground floor walls of both buildings were still intact, and that at the time of the collapse were quite sound. There were no reasons to suspect any instability of the foundations of either No. 30 or No. 32; the foundations were exceptionally good. In witness's opinion, the wall at No. 30, which collapsed first, was of sufficient thickness for safety and support; it was built in accordance with the Ordinance and the usual custom of the Colony. That was witness's opinion, despite the fact that the London Building Act of 1844 would have required a thicker wall. His reason for saying so was that the London Ordinance was

looking to a house very different from a Chinese house 15 feet wide, and had been intended to indicate Chinese houses the Ordinance would not have required a thicker wall than did the Hongkong Ordinance. If the wall had been thicker, witness was of opinion that it still would have collapsed, for the reason that it gave way owing to the squeezing out of the mortar on the outer face. If the mortar at the junction of the ground and first floors squeezed out 1-32nd of an inch, witness proceeded to explain, it would throw the top of the gable wall about 7 1/2 inches out of plumb, a distance that would be sufficient to let down the ends of the roof joists and cause the collapse that took place. The wall that gave way was covered with two coats of plaster, with the object of keeping out the wet. Plaster was the ordinary precaution taken in the case of Chinese houses, or any houses, to keep out the wet; joints of brickwork were usually pointed in cement for the same reason. The architects of the Colony usually adopted plaster for keeping wet out of the walls of Chinese houses, and in the course of witness's 22 years' experience nothing had occurred to lead him to suppose that this was not a sufficient precaution. That precaution had been universally adopted up to the time of these collapses. Since then, witness had already further means for excluding the wet—from external walls. Between 11th March and 18th July, the day of the collapse, witness constantly visited the houses in Kowloon City Road, and in that period noticed no signs of cracks. Had there been any, he must have noticed them. The houses on K.M.L. 1, 118, which were across the road from K.M.L. 1, 107 and 1, 108, were built under the same contract by the same contractor, of similar material and design, and under the same oversight. As far as witness knew, no cracks had appeared in any of the walls of the houses on that block, a fact that he accounted for by the circumstance that these houses faced to the west, and that their verandahs protected the outer wall from the rain. When witness said on the first day of his examination that he had noticed things wrong hundreds of times in respect of these houses in the course of his inspection, he referred to his numerous visits while the houses were in course of construction; it was exceptional to go on to a "job" without having some fault to find, and he always tried to have the faults rectified. If anything was palpably wrong, he caused it to be rectified, as was instantly done in the pulling down and rebuilding of the gable wall of the northernmost house on K.M.L. 1, 108. This concluded the day's proceedings, and the enquiry was adjourned till next Tuesday.

#### HONGKONG HOCKEY CLUB.

##### ANNUAL MEETING.

The annual meeting of the Hongkong Hockey Club was held yesterday evening in the Cricket Pavilion. Mr. J. B. Bateson presided, and there were also present Lieut. Thornhill, Mr. T. C. Gray, Lieut. Macdonald, Mr. Carter, R.N., Mr. C. P. Chatter, Mr. P. Dow, and Mr. J. Hooper, Hon. Secretary and Treasurer.

The Hon. SECRETARY read the minutes of last meeting, and they were approved. The CHAIRMAN moved the adoption of the accounts, which showed a balance at credit of the Club of over \$70.

Mr. GRAY seconded, and the motion was agreed to. Mr. Dow moved the re-election of the officers.

Lieut. MACDONALD seconded, and the motion was agreed to.

Mr. GRAY remarked that it had been suggested by a few gentlemen that there should be some sort of shield competition in connection with the Club on the same lines as that promoted by the Football Club. There were several regiments on this and the Kowloon side who had teams and their would be plenty of ships here before long. A shield competition would stimulate interest in the game and if they could get subscription, it did not seem why it should not be set on foot. He would leave the matter to the discretion of the Committee.

The CHAIRMAN suggested that the better course would be for somebody to propose that the Committee make arrangements for some such competition, if it were feasible.

Mr. CHATTER moved accordingly.

Mr. Dow seconded, and the motion was agreed to.

Lieut. THORNHILL reminded the meeting that the Committee would require to meet at an early date for the consideration of the matter; the ships would be down in less than a month and hockey would be going strong.

The CHAIRMAN said he had no doubt that the Hon. Secretary would call a meeting on an early date.

In reply to Lieut. THORNHILL, the CHAIRMAN said that the Club had got the ground on the same terms as last year, and in the interval the Government had put up posts defining exactly the edges of the ground. They had got it on the same conditions with regard to days, and everything else.

A vote of thanks was awarded the Chairman on the motion of Mr. CHATTER, and this closed the meeting.

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#### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### HONGKONG AND WHAMPOA DOCK CO., LD.

TO THE EDITOR OF THE "DAILY PRESS," Hongkong, 29th September.

SIR.—Referring to the allusion made to his colleagues at the last ordinary meeting of the shareholders, as men of business and experience, the Chairman, no doubt, meant to imply that implicit confidence should be placed in them as men of superior talents, and a disregard of that fact would be construed by them as a vote of want of confidence as shown by the Chairman's subsequent remarks.

That directors in a public company are generally elected because of their superior administrative capacity is unquestionably true; but to think for one moment that, from amongst the rest of shareholders, there are none to be found of equal, if not superior capacity, is quite erroneous. In his letter in the *Daily Press*, dated 22nd August, a correspondent very properly said about the Chairman of the Dock Co. that it was not his personality that influenced the shareholders, to elect him, but the consideration of his being the representative of a contributing shipping firm.

As a matter of fact, directors have been known to fall into such grave errors, that only men devoid of any reflective faculties are liable to commit. And such errors were perpetrated notwithstanding timely warnings given them, either directly or through the Press, by the rest of the shareholders. The corollary to this is that directors are not always a safe guide to follow. The shareholder must sit together and discuss the idea from his mind that "the directors' interests are the same as his, and that they know more about the Company's affairs than he does." "This supposed unity of interests," as Mr. Spencer says, "often does not exist—the interests of the directors may be in a gaudy way at variance with those of proprietors."

The mere fact that a director, according to the Dock Co.'s articles, is allowed to enter into contracts with the Co. of which he is a director, and participate in the profits of such contracts, should be a conclusive proof that the directors are not after all disinterested in their administration of the Co.'s affairs. It is true that in connection with such contracts, the articles provided that a director's vote will not count, yet the fact remains that he can attend the meeting and take part in the discussion that may arise—thus influencing the vote of his colleagues. And it also must be noted that the Company Ordinance of Hongkong disqualifies a director from remaining on the board. It is therefore imperative that shareholders should carefully and minutely examine the accounts and reports submitted by the directors at general meetings. The directors by reason of the receiving fees for their services are no more or less servants of the shareholders.

But some of the directors failed to realize their position in a public Co. and thus misused the power intrusted in them has been clearly proved by past and present events, and I have only to cite the authority of that eminent philosopher Mr. Herbert Spencer on this important subject. In his essay on the reform of Company law, he writes:—

"So far as I have observed, projects for company-law reform have concerned only the methods pursued in the formation of companies. They have had for their aim to restrain the fraudulent doings of promoters, and to prevent delusion of the public by the parading of apparently responsible directors whose influential names have been indirectly purchased. But no thought appears to have been given to abuses existing in the administrations of established companies. Extremely grave evils are, however, to be observed in these, and it is high time they should be checked. . . . How directorial power should be curbed is a difficult question to answer. More deliberation might perhaps be insisted on. Measures of importance are too easily decided and carried out by boards of directors. Should there not be restraints akin to those which our two legislative houses impose on themselves by requiring a second and a third consideration? . . . What there exists, in some cases at least, as I have ascertained, a course of business which involves re-considerations is true; but something more systematic would probably be beneficial. It may also be reasonably asked whether all measures implying considerable changes, or expenditures of large amounts, should not be referred to the proprietary, whether before a final decision there should not be something like a referendum. . . . But would not anything like a referendum be a great hindrance to business? Hindrance? Yes, this is exactly the thing wanted. Within the last fifty years a hundred millions of capital have been lost from want of such hindrance. Abuses which might readily have been foreseen have arisen from the practice of making the chairman of a board of directors also chairman of the meeting of proprietors—abuses which would not have existed had there been a practice, like that which, in the House of Commons, results in a speaker who is independent alike of the party in power and of the opposition. The present arrangement is consequently absurd. At a periodical gathering of shareholders the directors have to render an account of their stewardship, and to ask for the shareholders' approval of what they have done. Yet such being the purpose it is thought proper that the chief steward shall preside and regulate the proceedings! Of course as chairman he has large power of inducing opponents and aiding those who support the board. He may assert that a speech is out of order, or that it must be ended from lack of time, or that other business must be brought forward; or appointed month-pieces of the board in the meeting may interrupt or contradict; so that, save in cases of extreme misbehaviour arousing

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the general anger of the proprietary, there is little chance that an opposition will make itself fairly heard. But it needs no detail to show that if you give a board whose doings are to be examined power over the proceedings of the examined body, that power will inevitably be used to hinder investigation and prevent blame. Do I hope for any results from these protests, or any such protests? No: there is a conclusive reason why no changes of the kind required will be made. Three out of four of our legislators have seats on one or other board of directors: some of them seats on many boards. The reforms made by them in their capacity of legislators would restrict their powers in their capacity of directors. Any one who expects that they will thus sacrifice themselves takes a view of human nature altogether at variance with experience."—Yours, etc.,

#### REFORM.

#### CASE IN CONNECTION WITH WARREN'S CIRCUS.

We take the following from the *Shanghai Times* of the 25th inst.:

Consul-General John Goodnow received in the American Court, yesterday the results of arbitration in the case of George Warren against A. J. E. Brown-Burke which were reported by George F. Curtis, to whom the case had been referred, both parties having agreed to a settlement out of court.

In his report of the facts, Mr. Curtis said that Mr. Brown-Burke had been consulted professionally by Mr. Warren in regard to a misdemeanor case against John Doe, a boy whose true name was unknown to the parties, against whom a contemplated prosecution was entertained by Mr. Warren; also in regard to contemplated proceedings against one Perry, on a felony charge; also in regard to an alleged bill of sale from Mr. Warren to his wife; also in the case of breach of contract on the part of a Japanese circus troupe, known as the Kanazawa Troupe, said contract involving a stipulated penalty of \$500, in case a breach of contract was established against the troupe; also in regard to an alleged contract for professional services in presenting a claim for \$103,500 against China for alleged damages to Mr. Warren during the Boxer outbreak, and purporting to assign to Mr. Brown-Burke one third interest in the claim for professional services.

Concerning this alleged contract there was a telegram in relation to which Mr. Brown-Burke claimed the sum of \$928. In the Kanazawa Troupe case Mr. Brown-Burke established a breach of contract and retained the whole of the money for alleged professional services rendered.

Upon investigation by the arbitrator it had been found that in the case against the boy whose name was not known by Mr. Brown-Burke as well as in the Perry case absolutely no legal services of any kind whatever had been rendered. In regard to drawing up the alleged bill of sale it had been agreed by Mr. Brown-Burke and Mr. Warren that 25 cents was a reasonable fee. Concerning the Kanazawa Troupe it had been agreed that 20 per cent. of the fee collected, \$84.44 cents was a reasonable fee; and in regard to the claim of \$928 for the telegram, it had been decided that it had absolutely nothing to do with the money collected in the Kanazawa case, and was thrown out. The contract had been surrendered to Mr. Warren.

Finally it was decided that \$84.44 in the Kanazawa case and \$35 for the alleged bill of sale should be paid by Mr. Warren. Accordingly Mr. Brown-Burke had drawn a receipted bill for \$119.44 in full for legal service rendered and had agreed to pay to Mr. Warren's lawyer, the United States Consulate, the balance of \$302.78. It had been further agreed that the costs of the legal proceedings should be paid by Mr. Warren. Consul Goodnow entered in the indictment that settlement had been made out of court, and the case was closed.

#### THROUGH CENTRAL ASIA FROM TIENTSIN.

Private advice received from Kashgar state that Captain Miles, IV P.I., who left Tientsin on 21st April to relieve Mr. George Macartney in the Kashgar Agency of the Indian Government, reached his destination safely on 18th June. Captain Miles took the Siberian Railway as far as Omsk, and then went on the Irtysh by steamer to Samarkand. From this base he crossed the Khirgiz Steep by caravans along the great post-road to Narin passing by Vierny. The Russian officials were personified urbanity and kindness throughout the whole journey, and during eight weeks of constant travel Captain Miles was the recipient of boundless hospitality wherever he went.

Mr. and Mrs. Macartney have installed the gallant officer in their comfortable well-furnished house, so that his domestic life has not proved the worry they might otherwise have been in this so-called "back-of-beyond." Our ex-ambassador is the sole Briton within a radius of 250 miles: the little Russian colony established in connection with the Consulate, and a few Swedish missionaries are the only Europeans in this part of Central Asia.

The rulers are Chinese, but the ruled are not. There is an ever-increasing number of British Indians coming up to trade, though they make but poor headway against the subsidised efforts of their Russian competitors. Our correspondent thinks he can see traces of the pressure of the Chinese indemnity even in that *Ullima Thula*. The summer temperature is far less trying than that of Tientsin and North China.—P. & T. Times.

#### CHENGITU.

Chengtu, 4th September.

THE SITUATION. It is difficult to describe the present situation, or to forecast with certainty the future. The greatest loss of life and property thus far has been in the Kintang and Changhsing districts, which lie to the north-east of the capital and within sixty miles from the city. This region has no Protestant missions, but the Roman Catholics are strong, and they have lost in this region over 1,000 members slain, and every chapel outside of the two cities destroyed.

SEVERAL BATTLES. There have been several battles fought, with varying success, within 20 miles of the city, and the robbers were last week encamped to the number of over 3,000 about eight miles from the city gate. The tactics of these marauders is to plunder the Christians and extort money from the gentry without reference to their religious connections, and if a large body of troops appear, to disperse in small bands and scatter somewhere else. The troops are not attacked unless they outnumber their opponents. This gives the "Feitou" ample opportunity to disperse.

A VILLAGE DESTROYED. In the Chungking district lives an expert and Tactful, whose son is studying English and mathematics in the city. His village was attacked, but rallying the "Feitou" he fought off the "Feitou" for over a week, but the Chungking Magistrate could send no relief and the Imperial troops, though not 20 miles away, dare not go to the relief of the village. The village was mostly destroyed, and many women and children killed, as well as men. There was not a single Christian in the village.

THE PRESIDENT VICTORY. Jacks decision, and no surer sign of being or has been made. The official in the Foreign Office said that the various district officials do not care to stop these troubles, as they will make money out of it. It looks as though the Foreign Office was also on the make. It is reported that the official of a neighbouring nation was obliged to pay the Foreign Office 200 taels on account of a small theft from a mission. It is needless to say that not a cash of this went to the mission.

THE NEW VICTORY. Business is seriously affected by these disorders, and everybody looks forward to the coming of the new Victory, who is expected about the 18th September. His reputation has extended from Shanghai here, and when he comes the people say he will put down Boxers and robbers.

WILD REMOUES. The Examiner, who is a Banner man, arrived here yesterday. The city is very full of students; about 13,000 are said to have already arrived. But the city is even fuller of wild life. Exaggerative reports of outrages are constantly coming concerning places where there is no serious trouble.

THE BOM HARVEST has commenced, and through the Tachoua section and Tungchuanfu it is about a half crop. But to the west and south of Chengtu it is an unusually good crop.—N. C. Daily News.

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LONDON, via PORTS OF CALL	VALETTA	Brit. str.	—	—	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON, via SUEZ CANAL	NESTOR	Brit. str.	—	Holman	BUTTERFIELD & SWIRE	On 14th inst.
LONDON, via SUEZ CANAL	GLENSHIRE	Brit. str.	—	J. McGilivray	McGREGOR BROS. & CO.	On 15th inst.
LONDON	ACHILLES	Brit. str.	—	—	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	ACAMENON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	MACRAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	AWA MARU	Jap. str.	—	N. Treadwell	NIPPON YUSEN KAISHA	On 4th inst., at Daylight.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	OCEANIAN	Brit. str.	—	H. Petersen	MESSAGERIES MARITIMES	On 6th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KAMAKURA MARU	Brit. str.	—	Krohle	GIBB, LIVINGSTON & CO.	On 18th inst., at Daylight.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	PRINCE E. LUTPOLD	Ger. str.	2 m.	E. Ousselmann	MELCHERS & CO.	On or about 20th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	PREBURN	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	SERBIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	MAERBURG	Ger. str.	—	Zacharias	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	TRIESTE	Ger. str.	—	Menozzi	HAMBURG-AMERIKA LINIE	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KNIAZ GORTSCHAKOW	Rus. str.	—	—	BRADLEY & CO.	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	INDRAWADI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	HILGLEN	Brit. str.	—	Rafferty	DODWELL & CO., LTD.	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	ATHENIAN	Brit. str.	—	H. Mowatt	McGREGOR BROS. & CO.	On 22nd inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 22nd inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	PRELADIS	Brit. str.	4 m.	W. H. Smith	BUTTERFIELD & SWIRE	To-day.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	SHINANO MARU	Jap. str.	—	M. J. Curran	NIPPON YUSEN KAISHA	On 4th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	TOKA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 4th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	INDRAVELL	Brit. str.	2 m.	W. C. Craven	POSTLAND & ASIATIC S. S. CO.	On 24th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	EASTERN	Brit. str.	—	Ellis	POSTLAND & ASIATIC S. S. CO.	To-morrow, at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	TAIYUAN	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 4th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	MIKE MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	WAKASA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KANAGAWA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	WOOSUNG	Brit. str.	2 m.	E. Burmeister	BUTTERFIELD & SWIRE	To-morrow.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	HAMBURG	Ger. str.	—	Dupuy Fromy	HAMBURG-AMERIKA LINIE	On or about 4th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	ERNEST SIMONS	Brit. str.	—	C. L. Daniel	MESSAGERIES MARITIMES	On or about 11th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	CHUSAN	Brit. str.	—	—	P. & O. S. N. Co.	To-day.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	KANBU	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 5th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	JAYA	Brit. str.	—	T. Kitano	OSAKA SHOSHEN KAISHA	On 5th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	DAIGO MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	To-day.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	MAIDZURU MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 8th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	ANING MARU	Jap. str.	—	E. W. Almond	SHEWAN, TOMES & CO.	On 4th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	RUPU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	SUNGKIANG	Brit. str.	—	Tate	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	ROSETTA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
MASSILLON, LONDON & ANTWERP, S. POPE, &c.	IZUMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
Sept. 29, PHBA CHOM KLAO, German steamer, 1,012 T. V. Bruha, Bangkok 24th Sept.  
Rice.—BUTTERFIELD & SWIRE.  
Sept. 30, JANTON, Norwegian str., 965, Jacobson, from Canton.  
Sept. 30, DORIS, Norwegian str., 965, Jacobson, from Canton.  
Sept. 30, DORIS, Norwegian str., 965, Jacobson, from Canton.  
Sept. 30, DORIS, Norwegian str., 965, Jacobson, from Canton.

Sept. 30, EMPRESS OF CHINA, British str., 3,003, R. Archibald, R.N.R., Vancouver 8th September and Shanghai 27th, Mails and General.—C. P. R. Co.  
Sept. 30, KANBU, British str., from Canton.  
Sept. 30, PAKMAN, German str., 1,250, Demos, from Bangkok, Rice.—CHINESE.  
Sept. 30, PELUSE, British str., 170, Connell, Pakhoi 27th Sept. Oil.—ANNHOLD, KAHN & CO.  
Sept. 30, F. K. LUTPOLD, German str., 3,920, E. Ousselmann, Yokohama 21st September, Mails and General.—MELCHERS & CO.  
Sept. 30, HUBI, British str., 1,611, R. W. Almond, Manila 28th Sept., Hong.—SHEWAN, TOMES & CO.  
Sept. 30, TATUNG, German steamer, 769, A. Hansen, Hoiboh 24th Sept., General.—JENSEN & CO.  
Sept. 30, TOONAN, Chinese str., 942, Barlow, Shanghai 27th Sept., General.—CHINESE.

## CLEARANCES.

At the Harbour Master's Office.  
30th September.  
Canton, British str., for Ningpo.  
Catherine Apoor, British str., for Singapore.  
Chiyen, Chinese str., for Shanghai.  
Chiochi, German str., for Swatow.  
Hse, French str., for Kwangchow.  
Hup, British str., for Swatow.  
James Brand, British str., for Shanghai.  
Kansu, British str., for Ningpo.  
Kensang Maru, Japanese str., for Shanghai.  
Koon Maru, Japanese str., for Kobe.  
Maidzuru Maru, Japanese str., for Swatow.  
Oning, British str., for Singapore.  
Pakhoi, German str., for Chiochi.  
Tatung, British str., for Shanghai.

## DEPARTURES.

30th September.  
CATHERINE APPOOR, British str., for Calcutta.  
CHAM, TIBETIAN French str., for Shanghai.  
CHUYEN, Chinese str., for Shanghai.  
CHIOCHI, German str., for Swatow.  
CONTEST, British str., for Foochow.  
HUP, French str., for Kwangchow.  
HUP, British str., for Swatow.  
KANSU, British str., for Ningpo.  
KENSANG MARU, Japanese str., for Shanghai.  
KON MARU, Japanese str., for Kobe.  
MAIDZURU MARU, Japanese str., for Swatow.  
OING, British str., for Singapore.  
PAKHOI, German str., for Chiochi.  
TATUNG, British str., for Shanghai.

## VESSELS IN DOCK.

29th September.  
ABERDEEN DOCK.—Solent, H.M.S. Viceroy, Plymouth, Devon, and other ships.  
COSMOPOLITAN DOCK.—

## SHIPPING REPORTS.

The German steamer *Ebra Chom Kiao*, from Bangkok 24th Sept., had equally weather, with rain, and high swell in the China sea.  
The British steamer *Ebra*, from Manila 27th Sept., had moderate to strong winds from W. to N.W. and moderate sea and fine, clear weather throughout.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.  
PAQUEBOT-POSTE FRANCAIS.  
SOE SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.  
THE Company's Steamship.

"ERNEST SIMONS."  
Captain Dupuy Fromy, will be despatched for the above ports on or about SATURDAY, the 4th October.  
For Freight or Passage, apply to:  
G. DE CAMPEAUX, Agent.  
Hongkong, 29th September, 1902.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIOBE, PORT DAWSON, QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched as above TO MORROW, the 2nd October, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1902. [2339]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"  
OF THE HAMBURG-AMERIKA LINIE,  
Captain E. Burmeister, due here with the outward German Mail about the 2nd October, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., Agents.

Hongkong, 29th September, 1902. [5]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LUBI,"  
Captain T. W. Almond, will be despatched for the above ports on SATURDAY, the 4th October, at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation amply provided. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th September, 1902. [2591]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"  
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, 29th September, 1902. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Dates.

\* PLEIADIS W. H. Smith 3,783 October 10th

\* VICTORIA J. Paulson 3,502 October 13th

\* OLYMPIA J. Treadwell 2,837 October 24th

\* SHAMWUT 9,606 October 29th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 24th September, 1902. [7]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHLETIC" Comdr. H. Mowatt WEDNESDAY, 8th Oct.

R.M.S. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.

R.M.S. "TAKAHARA" Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.

R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

In addition to the excellent First Class Passenger accommodation, the "ATHLETIC" takes 2nd and 3rd Class Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TAKAHARA" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Rates of Passage and Freight, apply to  
J. D. BROWN, General Agent, 22, Colborne Street.

Hongkong, 29th September, 1902. [6]

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TAKAHARA" and "ATHLETIC" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all ports in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHLETIC" takes 2nd and 3rd Class Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TAKAHARA" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Rates of Passage and Freight, apply to  
J. D. BROWN, General Agent, 22, Colborne Street.

Hongkong, 29th September, 1902. [6]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

FOO CHOW, SHANGHAI, MOJI, KOBE and YOKOHAMA.

JAVA..... About 4th October Freight or Passage.

G. W. Gordon, R.N.R. October See Special Advertisement.

VALETTA W. B. Palmer October

CHUSAN C. L. Daniel October Freight or Passage.

GLENSHERE J. McGilivray October Freight only.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 30th September, 1902.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AWA MARU N. Treadwell MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 4th Oct. at Daylight.

KUMANO MARU E. W. Haswell SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE. SATURDAY, 4th Oct. at Noon.

SHINANO MARU M. J. Curran VICTORIA, B.C. and SEATTLE. MONDAY, 8th Oct. at 4 P.M.

MIKE MARU M. Yagi MOJI, KOBE and YOKOHAMA. TUESDAY, 7th Oct. at Noon.

WAKASA MARU J. B. Macmillan KOBE and YOKOHAMA. FRIDAY, 10th Oct. at Daylight.

HIROSHIMA MARU T. Murai SINGAPORE, COLOMBO and BOMBAY. FRIDAY, 10th Oct. at Noon.

IZUMI MARU H. Fraser SINGAPORE and BOMBAY. FRIDAY, 17th Oct. at Noon.

KAMAKURA MARU H. Petersen MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 18th Oct. at Daylight.

TOKA MARU H. Christensen U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 20th Oct. at 4 P.M.

KANAGAWA MARU J. B. Macmillan KOBE and YOKOHAMA. FRIDAY, 24th Oct. at Daylight.

KASUGA MARU H. Fraser NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 24th Oct. at Noon.

Through Passenger Tickets and Bills of Lading issued for the



## OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 14th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

TO	STEAMERS	DATE
LONDON	"DIOMED"	On 1st October.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 24th October.
LONDON	"AGAMEMNON"	On 30th November.
LIVERPOOL DIRECT	"MACHAON"	On 20th October.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong 1st October, 1902.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"HYSON"	On 1st October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 30th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOREA & YOKOHAMA.	"HYSON"	On 1st October.

The S.S. "HYSON" left Singapore on 25th inst., and is due here on the 1st prox.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 27th September, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
NINGPO and SHANGHAI	"KANSU"	On 1st October.
SHANGHAI	"WUHSUNG"	On 2nd October.
Kobe	"TAIYUAN"	On 4th October.
Manila	"SUNGKIANG"	On 6th October.
Tientsin	"KWEIYANG"	On 11th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 30th September, 1902.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TO	STEAMERS	DATE
TAMSU, via SWATOW	"DAIJOI MARU"	SUNDAY, 5th
TAMSU, via SWATOW	"T. KIRAKO"	SUNDAY, 12th
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 1st
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 5th

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsu to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.  
Hongkong, 26th September, 1902.  
T. ARIMA, Manager.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG, 1902.

TO	DATE
"HILGLEN"	About 4th Oct.
"MONMOUTH CASTLE"	13th Oct.
"LOTHIAN"	20th Oct.
"LOWTHER CASTLE"	27th Oct.
"BORROW KNIGHT"	15th Nov.
"OBONG"	To follow.
"CROYDON"	To follow.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 1st October, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, METZBERG, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 6th October, 1902, at 1 p.m., the Company's Steamship "OCEANIC", Captain Rimes, 4th Mails, Passengers, Speed and Cargo, will leave this Port for MARSEILLES, via BORDEAUX.

This Steamer connects at COLOMBO with the S.S. *Arcturion*, which will take on for Passengers and Mail, leaving that port on the 15th October, direct to Suez, Port Said and Marseilles.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specials and Parcels until 3 p.m., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Consignments and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 23rd September, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 24th October.

"TAINAN" leaves on 15th November.

"CHANGSHA" leaves on 8th December.

Superior accommodation and Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

**BUTTERFIELD & SWIRE**  
AGENTS.  
CHINA NAVIGATION CO., LD.  
Hongkong, 17th September, 1902.



## TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.  
The Company's well-known Steamship

"ROSETTA MARU," 3,378 Tons.

Captain Tate, will be despatched for MANILA on MONDAY, the 10th inst., at 3 p.m.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents,  
Prince's Buildings, Lee House Street.  
Hongkong, 1st October, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Hongkong, 23rd September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY,"

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Hongkong, 26th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"

3,287 Tons Gross Register, will be despatched for ODESSA via PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to  
**BRADLEY & CO.,**  
Agents,  
Hongkong, 15th September, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE

FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL (with Liberty to call at PHILIPPINE PORTS).

The following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAVADI" leaves on Oct. 1902.

For Freight and further information, apply to  
**JARDINE, MATHESON & CO.,**  
Agents, "Indra" Line, LD.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STAN NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Yachts during their stay in Hongkong Harbour:

ALLAN, American ship, McKay—Standard Oil Co.

ASTOR, American ship, Dunham—Standard Oil Co.

KELAT, British ship, J. Hughes—Order.

MANUEL LLAGUNA, American ship, Nicholls—Standard Oil Co.

TRUE HAIR GROWER

When I was bald I came into possession of the secret of a genuine hair-grower. My hair grew in its present length in about 40 days. Hundreds of other similar cases. I am willing to reveal the marvelous preparation. To insure a trial box of the hair-grower I will send you a trial box of the hair-grower. Try it as I did, and you will be satisfied. Address: JOHN GRAVER-BURLEIGH, 110, St. Martin's Lane, London, W.C.

CHUNG NGOI SAN P.O.

(Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best medium for Advertising among the Chinese Community.

Established for nearly FORTY YEARS.

circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classic or Colloquial Chinese.

MINART PERE & WILS, AGENTS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895.

BEKANTMACHUNG.

DE BEKANTMACHUNGEN aus dem neuesten Handbuche der deutschen geographischen Vervollständigung worden im Jahre 1902 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Swatow, den 16. December 1901.

DER KAISERLICH DEUTSCHE KONSUL, STREICH.

## NOTICES TO CONSIGNEES

## PHILIPPINE TRANSPORTATION AND CONSTRUCTION CO.

## FROM NEW YORK.

THE Steamship

"CHARLES TIBERGHIE,"

having arrived from the above port, Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

ARNHOLD KARBURG & CO., Agents.

Hongkong, 27th September, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 30th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALAARAT,"

FROM BOMBAY, COLUMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Arcturion*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. today, 30th inst.

Goods not cleared by the 2nd October, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 26th Sept. 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th October will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 23rd September, 1902.

HONGKONG.

STEAMERS.

Afton, British ship, 2,262, McGregor, Sept. 27.

Shewan, Tones & Co.

Ailsa Craig, British ship, 2,166, Moody, Sept. 27.

M. B. Kaisha

Athenian, British ship, 2,440, Mowatt, Sept. 28.

C. P. R. Co.

Canton, British ship, 1,110, Stalker, Sept. 21.

Jardine, Matheson & Co.

Chinkiang, British ship, 1,240, Stringer, Sept. 29.

Butterfield & Swire

Chunshan, British ship, 1,222, Morehouse, Sept. 26.

Bradley & Co.

Dentons, German ship, 1,001, Frahm, Sept. 16.

Siemssen & Co.

Derawongse, German ship, 1,157, Kampel, Sept. 25.

Melchers & Co.

Diomed, British ship, 3,045, Thompson, Sept. 29.

Butterfield & Swire

Dorset, Norwegian ship, 965, Jacobsen, Sept. 30.

Order

Eastern, British steamer, 3,503, Ellis, Sept. 28.

Gibb, Livingston & Co.

Elita Nossack, German ship, 1,181, Bralla, Sept. 23.

East Asiatic Trading Co.

Empress of China, Brit. ship, 3,003, Archibald, Sept. 30.

C. P. R. Co.

Glenartney, British ship, 1,943, Stevenson, Sept. 29.

McGregor Bros. & Gow

Hongkong, French ship, 562, Pannier, Sept. 29.

A. B. Hart

Hudson, British ship, 2,375, Ross, Sept. 18.

Standard Oil Co.

James Brand, British ship, 2,512, Torrence, Sept. 23.

Mayer & Co.

Kanan, British ship, 1,142, Baddeley, Sept. 22.

Butterfield & Swire

Koching Maru, Jap. ship, 1,134, Sobajima, Sept. 24.

Osaka Shosen Kaisha

Kwonglo, Chinese ship, 1,457, Lincoln, Sept. 26.

China

Malden, Maru, Japanese ship, 667, Saito, Sept. 23.

Japan

Mongkut, German ship, 859, Gotische, Sept. 23.

Melchers & Co.

Namsang, British ship, 2,518, Payne, Sept. 26.

Jardine, Matheson & Co.

Paknam, German ship, 1,250, Deane, Sept. 30.

China

Peluse, British ship, 170, Connell, Sept. 30.

Arnhold, KARBURG & CO.

Uthra C. Khoo, German ship, 1,012, Brull, Sept. 29.

Butterfield & Swire



